

REQUEST FOR PROPOSALS

MARICOPA ASSOCIATION OF GOVERNMENTS (MAG)

**MAG Managed Lanes Network Development
Strategy - Phase I**



December 10, 2010

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PUBLIC NOTICE

REQUEST FOR PROPOSALS:

MAG Managed Lanes Network Development Strategy - Phase I

The Maricopa Association of Governments (MAG) is requesting proposals from qualified Consultants for developing the first phase of the MAG Managed Lanes Network Development Strategy. The study area for this project is the MAG region and defined as Maricopa County, Arizona. This is a project that will be managed by MAG, and the first initial phase is anticipated to be completed in a maximum of 12-months from the date of notice to proceed at a cost not to exceed \$500,000. The successful respondent in this Request for Proposal (RFP) process may, at MAG's discretion, also be retained to complete additional phases of this project. Future phases of the project will be the subject of separate contracts to be authorized at a future date by MAG.

Detailed proposal requirements may be obtained by contacting the MAG Office at the address indicated below or may be downloaded from <http://www.azmag.gov/>, under "Employment/RFP's" then "RFPs/RFQs" For further information, please submit questions in writing by fax to the attention of Robert Hazlett at (602) 254-6490, or by e-mail to bhazlett@azmag.gov.

Proposals will be accepted until 10:45 a.m. (Mountain Standard Time) on Thursday, January 6, 2011, at the offices of the Maricopa Association of Governments, 302 North First Avenue, Suite 300, Phoenix, Arizona 85003.

SCOPE OF WORK

INTRODUCTION

The Maricopa Association of Governments (MAG) is requesting proposals from qualified Consultants for developing the first phase of the MAG Managed Lanes Network Development Strategy. The study area for this project is the MAG region and defined as Maricopa County, Arizona. This is a project that will be managed by MAG and the first phase is anticipated to be completed in a maximum of 12-months from the date of notice to proceed at a cost not to exceed \$500,000.

BACKGROUND

The Maricopa Association of Governments is the designated Metropolitan Planning Organization (MPO) for transportation planning for the metropolitan Phoenix area. MAG is also the designated Air Quality Planning Agency for the region. The MAG membership consists of the 25 incorporated cities and towns within Maricopa County and the contiguous urbanized area, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, Fort McDowell Yavapai Nation, Maricopa County, the Arizona Department of Transportation (ADOT), and the Citizens Transportation Oversight Committee (CTOC). ADOT and CTOC serve as ex-officio members for transportation-related issues.

Arizona House Bill (HB) 2396, passed by the Arizona Legislature and signed by Governor Brewer on July 13, 2009, enables the state, through the Arizona Department of Transportation (ADOT), to consider the use of Public-Private-Partnerships (P3) as a tool for financing transportation infrastructure in Arizona. This new law grants ADOT broad authority to partner with the private sector to build or improve Arizona transportation facilities. Since the program's inception, ADOT has established an Office of P3 Initiatives to establish program guidelines and create a process for implementing the program.

Often when a P3 project is established, the public sector partners with the private sector to develop the transportation project. Typically, funding for the project comes from both sectors. In exchange for managing the risk of developing the transportation project, the public sector grants a concession agreement to the private sector for a set period to allow recovery of their funding with interest. During this set period, which can range from 30- to 100-years, the private sector is responsible for operation and maintenance of the infrastructure. While the private sector funding recovery can be accomplished through a variety of methods, the most common is the imposition of tolls on the transportation project during the set period. Throughout the set period, and at the conclusion of the concession agreement, the public sector maintains ownership of the transportation project.

In the Phoenix metropolitan region, ADOT has been coordinating with MAG to identify the potential for using P3 as a tool for funding transportation improvements, especially in light of recent shortfalls that have been realized by declining Proposition 400 revenues. Starting in June 2010 and continuing into September 2010, the Transportation Policy Committee received presentations from MAG staff, ADOT staff, and P3 experts, including former USDOT Transportation Secretary Mary Peters, about their potential for the region. The Transportation Policy Committee considered the topic and identified three policy issues related to P3 projects:

- Does the MAG region want to explore the use of P3, and tolls specifically, in the context of the overall transportation system?
- What is the potential pool of projects that this region might consider? Should projects include those from Proposition 400?
- How should the region use potential net revenues from P3 projects?

As these policy issues were identified, it was noted that P3 projects could cover a variety of transportation infrastructure, including operations and maintenance of the existing system, expansion and improvements for transit, and adding new highway capacity. During the course of the discussions by the Transportation Policy Committee, a presentation was made to consider Managed Lanes that would provide new capacity along the MAG Regional

Freeway Network as an introduction to P3 opportunities for the region. Managed Lanes could be implemented as a supplement to a corridor and would not require all users to pay a toll to travel along a freeway corridor.

Often referred to as HOT (or High-Occupancy Toll) Lanes, these lanes are either converted HOV lanes, or new lanes constructed along existing freeway corridors. The lanes are posted as free for carpoolers and buses, and are also offered to toll-paying single occupant drivers for their use. In most locations, the toll costs vary based upon the demand for the managed lanes. If the free general capacity lanes are congested, then the tolls are raised to keep travel within the managed lanes as free-flow as possible to keep the trip time reliable for the carpoolers, buses, and the toll-paying single occupant commuter. The general capacity lanes would remain non-toll and free to all commuters that do not want to pay for an uncongested travel time.

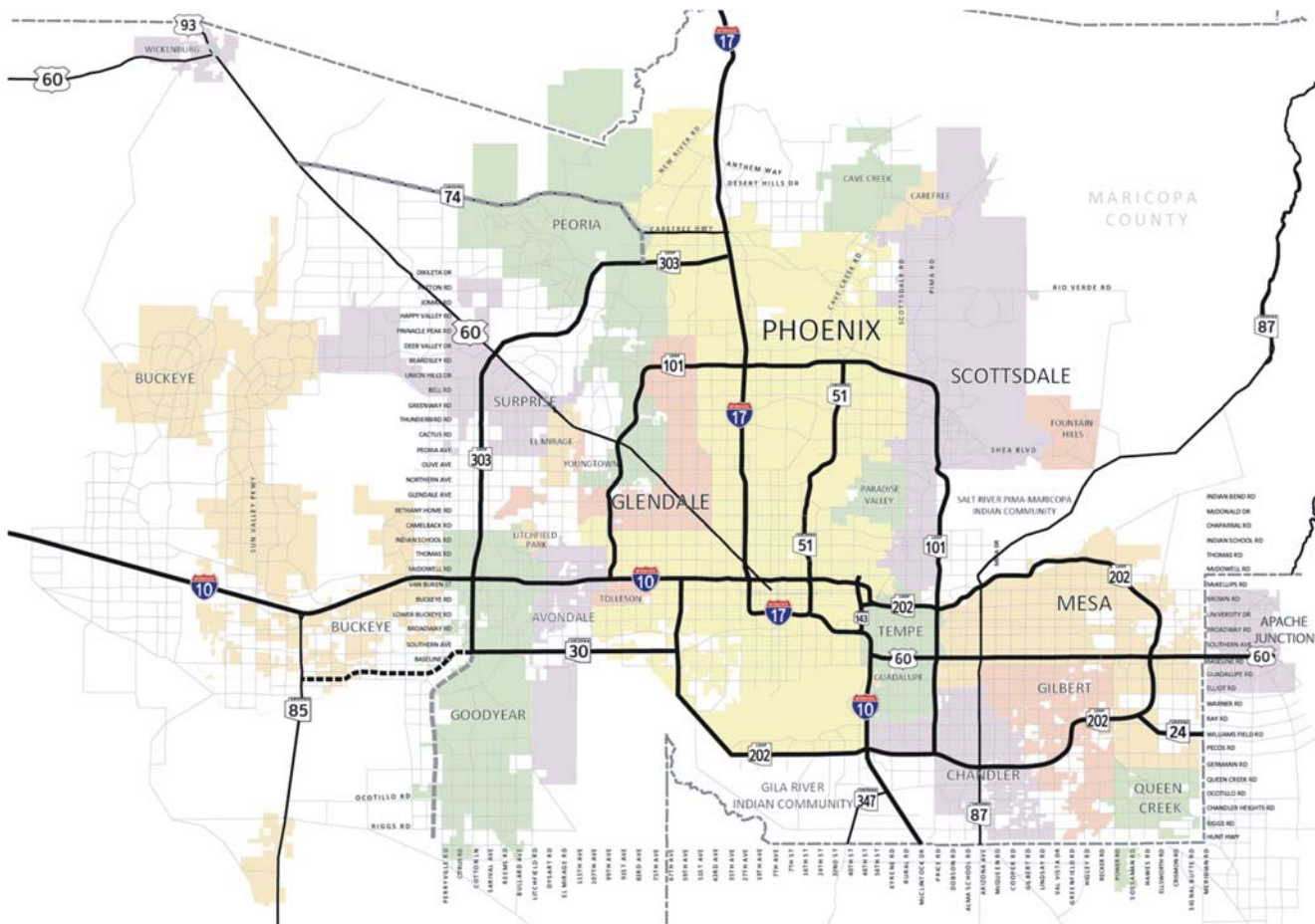
Managed Lanes are in various stages of development in 19 urban areas of the United States. Of these locations, eight urban areas presently have managed lanes open to traffic and in operation, and another three locations are under construction. The most ambitious project that is under construction as a P3 operation is along the southwest leg of Interstate 495, the Capital Beltway, between Interstates 95 and 395 and the Potomac River, and is being led by the Virginia Department of Transportation and TransUrban Corporation. The key promise of this \$2 billion project is not only to provide 56 new lane-miles of capacity, but to replace more than 50 aging and deficient overcrossing structures of the freeway that would have taken the Virginia DOT decades to complete through conventional financing and funding methods.

While it is possible to develop Managed Lane facilities along individual corridors, it might be difficult to assess the ability of individual corridors to function within the context of the entire MAG Regional Freeway System. Given this opportunity, a multi-phase MAG Managed Lanes Network Development Strategy is proposed to establish the feasibility for introducing this concept to the Phoenix metropolitan area. The MAG Regional Freeway System includes the following corridors:

- Interstate 10/Maricopa Freeway, Interstate 17 ("Split" traffic interchange) to Pinal County (Existing HOV lanes from Interstate 17 to Loop 202/Santan-South Mountain Freeways).
- Interstate 10/Papago Freeway, SR-85 to Interstate 17 ("Split" traffic interchange) (Existing HOV lanes from Loop 303 to Interstate 17).
- Interstate 17/Black Canyon Freeway, Interstate 17 ("Split" traffic interchange) to Yavapai County (Existing HOV lanes from Interstate 10 ("Stack" traffic interchange) to SR-74/Carefree Highway).
- US-60/Superstition Freeway, Interstate 10/Maricopa Freeway to Pinal County (Existing HOV lanes from Interstate 10 to Crismon Rd).
- SR-24/Gateway* Freeway, Loop 202/Santan Freeway to Pinal County.
- SR-30/Interstate 10 Reliever* Freeway, SR-85 to Loop 202/South Mountain* Freeway.
- SR-51/Piestewa Freeway, Interstate 10 and Loop 202 ("Mini-stack" traffic interchange) to Loop 101/Pima Freeway (Existing HOV lanes entire length).
- Loop 101/Agua Fria, Pima, and Price Freeways, Interstate 10/Papago Freeway to Loop 202/Santan Freeway (Existing HOV lanes from SR-51 to Loop 202/Santan Freeway; HOV lanes under construction from Interstate 10 to SR-51).
- SR-143/Hohokam Expressway, Interstate 10 to Loop 202/Red Mountain Freeway.
- Loop 202/Red Mountain, Santan, and South Mountain* Freeways, Interstate 10 and SR-51 to Interstate 10/Papago Freeway (Existing HOV lanes from Interstate 10 and SR-51 to Gilbert Dr on Red Mountain Freeway; HOV lanes under construction from Dobson Rd to Interstate 10 on Santan Freeway).
- Loop 303/Estrella* Freeway, SR-30/Interstate 10 Reliever Freeway to Interstate 17.

Corridors denoted with an asterisk () are future corridors from the Regional Transportation Plan that are presently under construction or under environmental study. A map illustrating the system is on the next page.*

Maricopa Association of Governments Request for Proposals MAG Managed Lanes Network Development Strategy - Phase I



Pending the acceptance of the findings from this first phase, the project could continue into an additional phase or phases. A second phase will analyze the pilot corridors identified in this initial effort. A third and final phase would analyze all remaining promising corridors. In both additional phases, the work programs would encompass identifying demand projections, revenue projections, investment options, and a corridor implementation strategy. The successful respondent in this Request for Proposal (RFP) process may, at MAG's discretion, also be retained to complete additional phases of this project. Future phases of the project will be the subject of separate contracts to be authorized at a future date by MAG.

PROJECT OBJECTIVES

In Phase 1, the following will be conducted:

- Assessment of Existing and Future HOV (High Occupancy Vehicle) Lane use.
- Identification of critical gaps in the system.
- Assessment of basic soundness of a Managed Lanes Network in the MAG region.
- Formulation of a MAG Managed Lanes policy.
- Selection of pilot Managed Lane corridors.

PROJECT REVIEW

MAG has created a Study Review Team (SRT) for the MAG Managed Lanes Network Development Strategy - Phase I project. The SRT will consist of, but not be limited to, representatives from MAG, ADOT, and other resource agencies as recommended. The consultant will work with this SRT to complete this project.

PRELIMINARY SCOPE OF SERVICES

The following preliminary Scope of Services has been developed for the MAG Managed Lanes Network Development Strategy - Phase I project. Interested Consultants should submit a work program and project using this preliminary Scope of Services as a basis for their proposal. However, MAG encourages proposers to develop an innovative process for this project that may involve a more detailed work program proposal that could have tasks that are different from the following preliminary Scope of Services. The Consultant's proposal should provide a correspondence table between their proposal and the following work program should there be a desire to change, add additional tasks, or delete any of the following tasks.

The Managed Lanes Feasibility Study is meant to provide a regional context for work already underway, determine whether a regional Managed Lanes network is warranted, and, if applicable, set the stage for the next steps in developing a regional Managed Lanes network. Findings from this study are expected to inform development of regional policies guiding the implementation of managed lanes within the MAG region, as well as identify candidate managed lanes corridors for near- and/or mid-term implementation. As such, this study covers the first phase of what is envisioned to be a multi-phase effort:

- **Phase 1 is intended as a broad analysis of Managed Lanes feasibility issues.** Work to be completed in Phase 1 task includes: assessment of HOV lane use on the MAG Regional Freeway Network (based on existing data); identification of critical gaps in the existing HOV lane network; assessment of the basic soundness of a Managed Lanes network concept and the feasibility of Managed Lanes as a congestion management strategy and/or financing mechanism; planning level estimates of Managed Lanes travel demand and potential revenues; and a phased implementation strategy.
- **Phase 2 is characterized by more detailed analysis.** Based on the results in Phase 1, one or two corridors will be selected for further analysis. This analysis will be accomplished in three categories: financial, policy, and public interest.
- **Phase 3 will continue work to develop and implement elements of a regional managed lanes network.** This could include: feasibility assessments for other promising managed lane corridors not addressed in Phase 2 of this scope work; environmental analysis, design, and preliminary engineering; detailed analyses of operations, revenues, costs, and financing options necessary for project implementation, public outreach, and education; and development of governance agreements.

ASSUMPTIONS

The following assumptions shall apply to all analyses to be undertaken as part of this Scope of Services, unless revised as a result of direction by the MAG project manager:

Operation Objectives and Tolling Policies

- The overall objective is to optimize benefits while preserving Managed Lane service levels, generating revenue, and increasing person throughput.
- Ideally, the total number of vehicles in a single HOV or Managed Lane should not exceed the optimum capacity, i.e., the vehicle volume at which travel speeds drop below acceptable levels thereby degrading service.
- The minimum HOV occupancy requirement to use a Managed Lane free of charge shall be assessed based on available capacity to "sell." Traffic forecasts show HOV lane usage, based on existing occupancy requirements, will approach or exceed optimum capacity on many MAG Regional Freeway Network HOV lanes. As volumes in these HOV lanes approach optimum capacity in the future, certain actions may be required to preserve service levels for HOV vehicles. Possible actions could include increasing the HOV occupancy requirement or widening or restriping

to create additional HOV capacity. As these events transpire, additional capacity may be created for managed lane operations.

- Toll pricing will be variable and dynamic - as opposed to being based on a set schedule by time-of-day to balance throughput and revenue generation - subject to the vehicle limit described above.
- Managed Lane hours of operations may be expanded from the current HOV lane hours of operations, or could be expanded to 24 hour operation. Issues associated with expanded hours of operation will be reviewed in the study.

Design

- Toll collection technology will be assumed to be an electronic non-cash system.
- Lane separation treatment will be studied and reviewed within this study.
- Ingress and egress to the Managed Lanes will be studied.
- The feasibility study will consider single- and multi-lane HOV/Managed Lane facilities.

PROPOSED WORK PROGRAM

Task 1 - Initiate Project

Upon receiving the notice-to-proceed, the Consultant will meet with the MAG Project Manager, Staff, and SRT (the project oversight team) to begin the project development process. During this task, the Consultant will identify and collect available background data for developing the project, consider the need for additional data collection process(es), and establish a project update process to keep the project oversight team informed of the project's progress, findings, outcomes, and decisions. MAG encourages the Consultant to explore and implement electronic and web-based means for accomplishing the goal of this task.

Task Deliverable: Project Implementation Plan and Project-Communication Methods Proposal.

Task 2 - Conduct Initial Assessment of Potential Managed Lanes

The Consultant will conduct an initial assessment of current and future HOV lane use on the MAG Regional Freeway Network and the potential for Managed Lanes as a congestion management strategy and/or mechanism to help finance future network improvements. The assessment should assume two scenarios: full deployment of all improvements identified in the Regional Transportation Plan Regional Freeway and Highway Program through 2031, and an in-lieu scenario that would be cooperatively developed between MAG and the Consultant that recognizes the implementation of Managed Lanes as an alternative to an improvement identified in or by the Regional Transportation Plan.

MAG will provide most of the data needed for the initial assessment, including HOV usage and future year travel demand forecasts. As needed, MAG staff is available to prepare additional travel forecasts to support this task. The initial assessment should address criteria such as those listed below for the peak direction of travel during the peak period:

- Capacity analysis for toll-paying vehicles, subject to the optimum capacity constraint discussed under Assumptions above.
- Demand (travel patterns and volume).

- Travel time savings.
- Constructability (design/engineering and right-of-way constraints).
- Connectivity (HOV/Managed Lane gap closures and DHOV connections).
- Express bus service opportunities and impacts on bus operations.

Task Deliverable: Written summary of the initial assessment process and results with recommendations for corridors that may be candidates for further study in Phase 2.

Task 3 - Identify Key Regional and Network Considerations

In this task, the Consultant will explore significant considerations from the perspective of a MAG region-wide Managed Lanes network. To the extent possible, the Consultant should identify general options for addressing the considerations based on current best practices and/or research. Considerations in this task will include, but not be limited to the following:

- Planning level costs and revenue estimates for a regional Managed Lanes network.
- Managed Lane design principles.
- Enforcement.
- Maintenance.
- Interface with HOV lanes (HOV 2+ versus HOV 3+ occupancy requirements, HOV lane service levels 24-hour or limited-hour operation, etc.).
- Technology options (including surveillance, congestion monitoring, and back-end operations such as setting tolls).
- General linkages to the regional ITS architecture.
- Geographic and economic/social equity.
- Governance.
- Public acceptance, both generally within the region and in specific corridors by stated positions of elected officials and through the accompanying public opinion survey (separate solicitation).
- Potential impact of hybrid vehicles approved to use HOV lanes.

Task Deliverable: Written summary of considerations and corresponding options for a region-wide MAG network of Managed Lanes.

Task 4 - Define Potential Phased Network Implementation Strategy

Based on findings from previous tasks, the Consultant will determine whether the concept of a regional Managed Lanes Network appears basically sound and, if appropriate, suggest one or more possible phased implementation strategies. Examples of implementation strategies that could be pursued alone or in combination, but not limited to, include:

- Convert any HOV lanes with excess capacity to a Managed Lane.
- Convert facilities projected to be above free-flow capacity in future years when HOV occupancy requirements need to be increased to maintain HOV service levels.

- Develop connected mini-networks by building off pilot projects and projects developed in phases.
- Build new Managed Lanes where HOV lanes currently do not exist to close gaps in the system.

Task Deliverable: Report summarizing phase implementation strategy or strategies.

Task 5 - Document Project

The Consultant will prepare a project report summarizing the Phase I activities of the project. All final documentation will be available in electronic format for publishing on the MAG web site. The Consultant will provide twenty (20) copies of the project report in a published format.

Task Deliverable: Phase I Project Report.

SUBSEQUENT PROJECT PHASES

An assessment of the Managed Lanes Network Development Strategy will be made by MAG at the conclusion of this first phase as to the viability of the proposal and implementation of the next phase. The successful respondent in this Request for Proposal (RFP) process may, at MAG's discretion, also be retained to complete additional phases of this project. Future phases of the project will be the subject of separate contracts to be authorized at a future date by MAG. As noted in the above description about this Strategy and its project phases, the second phase will be to conduct further technical and engineering analysis on potential pilot corridors in the MAG region for Managed Lanes implementation.

Given the possibility of continuing with the first phase Consultant, MAG recommends that proposers provide in their approach, project briefs, and resumes, information about their qualifications to carry this Strategy into future phases. MAG will use this data from the Consultant during the proposal evaluation process.

SCHEDULE RECOMMENDATION

Given the pressing need for Managed Lanes feasibility data in the MAG region, and the subsequent need for decisions, MAG will complete this project within a 12-month schedule. We recommend the Consultant clearly demonstrate in their proposal techniques and/or special skill sets that their team may possess to ensure completion within the 12-month schedule.

RECENT STUDIES AND CONTINUING PLANNING EFFORTS

In 2002, MAG examined the possibility of Managed Lanes as part of a system-wide High Occupancy Vehicle (HOV) Lanes study. This document is located on the MAG website at :

- http://www.azmag.gov/Documents/pdf/cms.resource/Value_Lane_full-report.pdf.

Proposers are also encouraged to visit the following pages on the MAG Web site to learn more about the transportation planning activities that have been completed or are presently underway:

- <http://www.azmag.gov/Projects/Project.asp?CMSID2=1137&MID=Transportation> - Traffic Data and Modeling Page - providing information about data used in developing MAG models.
- <http://www.azmag.gov/Projects/Project.asp?CMSID=1056&CMSID2=1139> - Traffic Volume Survey and Traffic Counts Page - providing information about available traffic data from MAG.
- <http://mag.ms2soft.com/tcds/tsearch.asp?loc=Mag> - Link to the MAG Transportation Data Management System.
- <http://www.azmag.gov/Committees/Committee.asp?CMSID=1050&MID=Transportation> - MAG Intelligent Transportation Systems Committee - providing information about MAG ITS activities and projects.
- <http://www.azmag.gov/Committees/Committee.asp?CMSID=1059&MID=Transportation> - MAG Transportation Safety Committee - providing information about MAG Safety activities and projects.
- <http://www.azmag.gov/Committees/Committee.asp?CMSID=1058> - MAG Transportation Review Committee - providing information about MAG transportation planning activities.
- <http://www.bqaz.org/frameFinalReport.asp?mS=m12> - Link to the Regional Transit Framework Study Final Report and Executive Summary.
- <http://www.azmag.gov/Projects/Project.asp?CMSID2=1126&MID=Transportation> - MAG Regional Transportation Plan - providing information about the Regional Transportation Plan and continuing activities.

PROPOSAL REQUIREMENTS

Project Cost and Schedule

The estimated time frame for the project is estimated for 12-months. This time frame coincides with the point in the Central Phoenix Transportation Framework Study where alternatives evaluation is scheduled to begin. A not-to-exceed budget of \$500,000 has been set for the project.

Proposal Delivery

1. Ten (10) copies of the proposal must be submitted by 10:45 a.m. (Mountain Standard Time) on Thursday, January 6, 2011. Of these copies, one **must** be identified as an **Original Document** (on the cover) with **original signatures** on the cover letter and the proposer's registration form(s) (Appendix C of this RFP, this includes subconsultants). No electronic images of signatures are allowed in this original copy.

Maricopa Association of Governments
Attention: Robert Hazlett
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Timely receipt of proposals will be determined by the date and time the proposal is received at the above address. Hand delivery is therefore encouraged. No late submissions, facsimile, or electronic submissions will be accepted.

Proposals will be opened publicly and the name of each entity submitting a proposal will be read at 10:50 a.m. on Thursday, January 6, 2011, at the MAG Offices, Palo Verde Conference Room, 302 North First Avenue, Suite 300 Phoenix, Arizona 85003.

All material submitted in response to this solicitation becomes the property of MAG and will not be returned. After contract award, the proposals shall be open for public inspection except to the extent that the withholding of information is permitted or required by law. If the offeror designates a portion of its proposal as confidential, it shall isolate and identify in writing the confidential portions in accordance with Arizona Administrative Code R2-7-103; which shall be included in the proposal. Upon receipt of your written notification, MAG will review any portions of the proposal that the proposer considers to be confidential and then make a determination on what should be released. MAG will also notify you in writing of our determination and provide you with an opportunity to respond to our decision prior to releasing the proposal.

2. Any questions regarding this Request for Proposals should be submitted in writing to Robert Hazlett by fax at (602) 254-6490; or by email at bhazlett@azmag.gov. Responses to questions submitted will be posted on the MAG Web site at www.azmag.gov. Additional information regarding MAG activities, including Committee meeting schedules, may be found on the MAG Web site www.azmag.gov.
3. A proposer's conference for the project has been scheduled for 2:15 p.m., Thursday, December 16, 2010, at the MAG Offices, Cholla Room, Suite 200, 302 North First Avenue, Phoenix, Arizona. It is highly recommend that interested proposers attend. If you wish to receive notes from the proposer's conference and a list of attendees, please contact the MAG project manager.

PROPOSAL CONTENT

It is required that the proposal:

1. Be limited to a maximum length of 35-pages (8½" x 11" is preferred; response may include tabloid 11" x 17" pages as appropriate) including a cover letter, résumés, appendices, and required forms (Appendix C). The proposer is asked to exercise judgement in the number of tabloid (11" x 17") pages used in their proposal. The cover letter must be signed by a party authorized to bind the entity submitting the proposal. One copy with original signatures should be included in the ten (10) submittals.
2. Be prefaced by a brief statement describing the proposer's organization and outlining its approach to completing the work required by this solicitation. This statement shall illustrate the proposer's overall understanding of the project.
3. Contain a work plan which concisely explains how the consultant will carry out the objectives of the project. In the work plan, the proposer shall describe each project task and proposed approach to the task as clearly and thoroughly as possible.
4. Include a preliminary schedule for the project in bar-chart format. Indicate all work plan tasks and their durations. The schedule shall clearly identify project deliverable dates.
5. Contain a staffing plan for the project. The plan shall include the following in table format:
 - a. A project organization chart, identifying the project manager.
 - b. Names of key project team members and/or subconsultants. Only those personnel who will be working directly on the project should be cited. *In addition, please note the primary work location for these personnel if they are based outside the Phoenix Metropolitan area.*
 - c. The role and responsibility of each team member.
 - d. Percent effort (time) of each team member for the contract period.
 - e. The role and level of MAG technical staff support, if any.
6. Include résumés for major staff members assigned to the project. These résumés should focus on their experience in this type of project.
7. Each firm submitting a proposal is required to certify that it will comply with, in all respects, the rules of professional conduct set forth in A.C.R.R. R4-30-301 (see Appendix A), which is the official compilation of the Rules of Professional Conduct from the Administrative Rules and Regulations for the State of Arizona.
8. Include proposer's recent experience (last five years) in performing work similar to that anticipated herein. This description shall include the following:
 - a. Date of project.
 - b. Name and address of client organization.
 - c. Name and telephone number of individual in the client organization who is familiar with the project.
 - d. Short description of project.
 - e. Consultant team members involved and their roles.
9. A cost allocation budget formatted as noted in Appendix B for labor. The cost allocation budget should also include costs for up to four site licenses for proprietary software packages that are not licensed presently to MAG.
10. All firms proposing on this project will be required to include a "Proposer's Registration Form" (See Appendix C) in the submitted proposal. In addition, a "Proposer's Registration Form" is required to be included for each subcontractor proposed for this project.

11. The Disadvantaged Business Enterprise (DBE) requirements in the Code of Federal Regulations Title 49, Part 26 will apply to this Contract. See Appendix D, "MAG's Key DBE Regulatory Requirements". A complete copy of MAG's DBE program is available on request.
12. Each firm shall document within its proposal any potential conflicts of interest. A conflict of interest shall be cause for disqualifying a consultant from consideration. A potential conflict of interest includes, but is not limited to:
 - a. Accepting an assignment where duty to the client would conflict with the consultant's personal interest, or interest of another client.
 - b. Performing work for a client or having an interest which conflicts with this contract.
 - c. Employing personnel who worked for MAG or one of its member agencies within the past three years.
 - d. All relationships with MAG and/or any employees of MAG.

MAG will be the final determining body as to whether a conflict of interest exists.

PROPOSAL EVALUATION AND SELECTION PROCESS

1. All proposals will be evaluated by an evaluation team consisting of MAG staff and MAG member agency staff. Evaluation criteria include the following:
 - a. Demonstrated understanding of the project through a well-defined work plan consistent with program objectives.
 - b. Clarity of proposal, realistic approach, technical soundness, and enhancements to elements outlined in this Request for Proposals.
 - c. Experience of the project manager and other project personnel in similar studies. Only those personnel assigned to work directly on the project should be cited.
 - d. Proven track record in this area of study. Proposers should identify the principal people for this project who have worked on past projects and the amount of time they devoted to the work effort.
 - e. Availability of key personnel throughout the project effort.
 - f. Price.
 - g. Ability and commitment to complete the project within the specified time period, meet all deadlines for submitting associated work products, and ensure quality control.
 - h. Recognition of work priorities and flexibility to deal with change and contingencies.
2. On the basis of the above evaluation criteria, selected firms submitting proposals may be interviewed prior to the selection of a Consultant. In-person interviews may be scheduled for the week of January 24, 2011. It is anticipated that firms selected for interviews will be contacted approximately one-week prior to the in-person interview date.

MAG's project interview process will be a question and answer format, designed to obtain clarity and additional information about the Consultant's qualifications and work program approach for completing the project. No electronic presentations will be allowed during the interview process. The questions of the candidate Consultants will not be provided ahead of the interview. At the conclusion of the question and answer period, a summary statement - based upon the material discussed during the question and answer period - will be asked of the Consultant's project manager.

MAG strongly suggests that the project manager and key members of the Consultant team be present at the in-person interview. An upper limit on the number of individuals allowed at the interview will be conveyed to the Consultant. MAG may have recommendations on key members of the Consultant team that it may request to be present at the interview.

No telephone interviews will be granted during the Consultant selection process for this project.
3. MAG may conduct discussions with offerors who submit proposals determined to be reasonably susceptible of being selected for award.
4. MAG reserves the right to:
 - a. Cancel this solicitation.
 - b. Reject any and all proposals and re-advertise.

- c. Select the proposal(s) that, in its judgment, will best meet its needs.
- d. Negotiate a contract that covers selected parts of a proposal, or a contract that will be interrupted for a period or terminated for lack of funds.

ADMINISTRATIVE REQUIREMENTS

1. This Request for Proposals is for a cost-reimbursement plus fixed fee contract.
2. During the course of the project, a monthly progress report is required to be submitted within ten (10) working days after the end of each month until the final report is submitted. Each report shall include a comprehensive narrative of the activities performed during the month, an estimated percent complete for each project task, monthly and cumulative costs by task, activities of any subcontractors, payments to any subcontractors, a discussion of any notable issues or problems being addressed, and a discussion of anticipated activities for the next month (See Appendix E for format).
3. MAG shall retain ten percent (10%) of the contract amount, withheld from each invoice, as final payment until completion of the project to the satisfaction and acceptance of the work. Final payment shall be made after acceptance of the final product and invoice.
4. An audit examination of the consultant's records may be required.
5. The firm that is selected will be required to comply with Titles VI and VII of the Civil Rights Act of 1964. The contractor will comply with Executive Order 11246, entitled Equal Employment Opportunity, as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60). The contractor will comply with MAG's Disadvantaged Business Enterprise (DBE) program as supplemented in the U.S. Department of Transportation Regulation (USDOT), 49 CFR Part 26. The contractor will also be required to comply with all applicable laws and regulations of the U.S. Department of Transportation.
6. The firm selected will be required to comply with MAG insurance requirements, which may include: Workmen's Compensation, Architects and Engineers Professional Liability insurance, Commercial General Liability insurance, Business Automobile Liability insurance, and Valuable Papers insurance.
7. The firm selected is required to document any potential conflicts of interest during the contract period. A conflict of interest shall be cause for terminating a contract. A potential conflict of interest includes, but is not limited to:
 - a. Accepting an assignment where duty to the client would conflict with the consultant's personal interest, or interest of another client.
 - b. Performing work for a client or having an interest which conflicts with this contract.
 - c. Employing personnel who worked for MAG or one of its member agencies within the past three years.

MAG will be the final determining body as to whether a conflict of interest exists.

APPENDIX A

ARIZONA ADMINISTRATIVE CODE R4-30-301

CH. 30

BOARD OF TECHNICAL REGISTRATION

R4-30-301

ARTICLE 3. REGULATORY PROVISIONS

R4-30-301. Rules of Professional Conduct

All registrants shall comply with the following rules of professional conduct:

1. A registrant shall not submit any materially false statements or fail to disclose any material facts requested in connection with an application for registration or certification, or in response to a subpoena.
2. A registrant shall not engage in fraud, deceit, misrepresentation or concealment of material facts in advertising, soliciting, or providing professional services to members of the public.
3. A registrant shall not commit bribery of a public servant as proscribed in A.R.S. § 13-2602, commit commercial bribery as proscribed in A.R.S. § 13-2605, or violate any federal statute concerning bribery.
4. A registrant shall comply with state, municipal, and county laws, codes, ordinances, and regulations pertaining to the registrant's area of practice.
5. A registrant shall not violate any state or federal criminal statute involving dishonesty, fraud, misrepresentation, embezzlement, theft, forgery, perjury, bribery, or breach of fiduciary duty, if the violation is reasonably related to the registrant's area of practice.
6. A registrant shall apply the technical knowledge and skill that would be applied by other qualified registrants who practice the same profession in the same area and at the same time.
7. A registrant shall not accept an engagement if the duty to a client or the public would conflict with the registrant's personal interest or the interest of another client without making a full written disclosure of all material facts of the conflict to each person who might be related to or affected by the engagement.
8. A registrant shall not accept compensation for services related to the same engagement from more than one party without making a full written disclosure of all material facts to all parties and obtaining the express written consent of all parties involved.
9. A registrant shall make full disclosure to all parties concerning:
 - a. Any transaction involving payments to any person for the purpose of securing a contract, assignment, or engagement, except payments for actual and substantial technical assistance in preparing the proposal; or
 - b. Any monetary, financial, or beneficial interest the registrant holds in a contracting firm or other entity providing goods or services, other than the registrant's professional services, to a project or engagement.
10. A registrant shall not solicit, receive, or accept compensation from material, equipment, or other product or services suppliers for specifying or endorsing their products, goods or services to any client or other person without full written disclosure to all parties.
11. If a registrant's professional judgment is overruled or not adhered to under circumstances where a serious threat to the public health, safety, or welfare may result, the registrant shall immediately

notify the responsible party, appropriate building official, or agency, and the Board of the specific nature of the public threat.

12. If called upon or employed as an arbitrator to interpret contracts, to judge contract performance, or to perform any other arbitration duties, the registrant shall render decisions impartially and without bias to any party.
13. To the extent applicable to the professional engagement, a registrant shall conduct a land survey engagement in accordance with the April 12, 2001 Arizona Professional Lands Surveyors Association (APLS) Arizona Boundary Survey Minimum Standards, as adopted by the Board on June 15, 2001, the provisions of which are incorporated in this subsection by reference and on file with the Office of the Secretary of State. This incorporation by reference does not include any later amendments or editions and is available at the Board's office and APLS at www.aia.org.
14. A registrant shall comply with any subpoena issued by the Board or its designated administrative law judge.
15. A registrant shall update the registrant's address and telephone number of record with the Board within 30 days of the date of any change.
16. A registrant shall not sign, stamp, or seal any professional documents not prepared by the registrant or a bona fide employee of the registrant.
17. Except as provided in subsections (18) and (19), a registrant shall not accept any professional engagement or assignment outside the registrant's professional registration category unless:
 - a. The registrant is qualified by education, technical knowledge, or experience to perform the work; and
 - b. The work is exempt under A.R.S. § 32-143.
18. A registered professional engineer may accept professional engagements or assignments in branches of engineering other than that branch in which the registrant has demonstrated proficiency by registration but only if the registrant has the education, technical knowledge, or experience to perform such engagements or assignments.
19. Except as otherwise provided by law, a registrant may act as the prime professional for a given project and select collaborating professionals; however, the registrant shall perform only those professional services for which the registrant is qualified by registration to perform and shall seal and sign only the work prepared by the registrant or by the registrant's bona fide employee.
20. A registrant who is designated as a responsible registrant shall be responsible for the firm or corporation. The Board may impose disciplinary action on the responsible registrant for any violation of Board statutes or rules that is committed by a non-registrant employee, firm, or corporation.
21. A registrant shall not enter into a contract for expert witness services on a contingency fee basis or any other arrangement in a disputed matter where the registrant's fee is directly related to the outcome of the dispute.

Amended by final rulemaking at 12 A.A.R. 1609, effective July 1, 2006 (Supp. 06-2).

APPENDIX B

LABOR COST ALLOCATION BUDGET

LABOR COST ALLOCATION BUDGET - SAMPLE

This spreadsheet is available in Microsoft® Excel™ format upon request to the MAG project manager.

PRIME CONSULTANT		Hours by Personnel and Task Description					
Personnel	Raw Direct Hourly Rate	Task 1 (Task Description)	Task 2 (Task Description)	Task 3 (Task Description)	Task 4 (Task Description)	Total Hours	Total Cost
Personnel 1	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 2	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 3	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 4	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 5	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 6	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 7	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 8	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 9	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 10	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 11	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 12	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 13	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 14	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 15	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 16	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 17	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 18	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 19	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Personnel 20	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Total Task Hours		0.00	0.00	0.00	0.00	0.00	
Total Task Cost		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Overhead (or Fringe) Rate (Audited Rate)	12500	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total Labor with Overhead		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Fee (10% max rate)	10%	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total Labor With Overhead and Fee		\$ -	\$ -	\$ -	\$ -		\$ -

PRIME CONSULTANT		Directly Reimbursable Expenses					
Reimbursable Expenses		Task 1	Task 2	Task 3	Task 4		Total Cost
Postage		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Copying/Printing		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Travel		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Local Travel		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
PI Meeting Materials		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Focus Group Incentives		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Display Boards		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Miscellaneous		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Other (Description)		\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total Prime Reimbursable Expenses		\$ -	\$ -	\$ -	\$ -		\$ -

SUBCONSULTANTS		Task Hours					
Personnel	Loaded Hourly Rate	Task 1 (Task Description)	Task 2 (Task Description)	Task 3 (Task Description)	Task 4 (Task Description)	Total Hours	Total Cost
Subconsultant 1	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Subconsultant 2	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Subconsultant 3	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Subconsultant 4	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Subconsultant 5	\$0.0000	0.00	0.00	0.00	0.00	0.00	\$0.00
Total Task Hours		0.00	0.00	0.00	0.00	0.00	
Total Subconsultant Costs		\$ -	\$ -	\$ -	\$ -		\$ -

Total Costs By Task						
TOTAL COST SUMMARY	Task 1 (Task Description)	Task 2 (Task Description)	Task 3 (Task Description)	Task 4 (Task Description)		Total Cost
Total Labor With Overhead and Fee	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total Prime Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total Subconsultant Costs	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
GRAND TOTAL	\$ -	\$ -	\$ -	\$ -		\$ -

v-6.10.2008

APPENDIX C

PROPOSER'S REGISTRATION FORM

PROPOSER'S REGISTRATION FORM

All firms proposing as prime contractors or subcontractors on Maricopa Association of Governments (MAG) projects are required to be registered. **Please complete this form and return it with your proposal.**

If you have any questions about this registration form, please call the MAG Fiscal Services Manager, (602) 254-6300.

1. GENERAL INFORMATION:

Name of Firm: _____
Street Address: _____
City, State, ZIP _____
Mailing Address: _____
City, State, ZIP _____
Telephone Number _____
Fax Number: _____
E-mail address: _____
Web address: _____
Year firm was established _____

Check all that apply:

Is this firm a prime consultant? _____
Is this firm a sub-consultant? _____ Identify specialty: _____
Is this firm a certified DBE? _____ If so, by whom? _____
Is this firm currently debarred? _____
Is this firm currently the subject of debarment proceeding? _____

2. FINANCIAL INFORMATION

Firm's annual gross receipts (average of last 3 years):

_____ <\$300,000
_____ \$300,000 - \$599,999
_____ \$600,000 - \$999,999
_____ \$1,000,000 - \$4,999,999
_____ >\$5,000,000

Information will be maintained as confidential to the extent allowed by federal and state law. The undersigned swears that the above information is correct. Any material misrepresentation may be grounds for terminating any contract which may be awarded and initiating action under federal and state laws concerning false statements.

Name, Title

Date

APPENDIX D

MAG'S KEY DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM REQUIREMENTS FOR CONSULTANT CONTRACTS

MAG'S KEY DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM REQUIREMENTS FOR CONSULTANT CONTRACTS

The Disadvantaged Business Enterprise (DBE) requirements in the Code of Federal Regulations Title 49, Part 26 will apply to this contract. A complete copy of MAG's DBE Program is available by request to MAG's DBE Liaison Officer, at 602/254-6300.

The Consultant will agree to ensure that DBEs, as defined in 49 CFR 26, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement.

DBE Participation and Reporting:

Only DBE firms that are certified by Arizona Unified Certification Program (AZUCP) are eligible to be used for this contract. A list of DBE firms certified by AZUCP is available on the internet at www.azdbe.org. The list will indicate contact information and specialty for each DBE firm, and may be sorted in a variety of ways. However, MAG does not guarantee the accuracy and/or completeness of this information, nor does MAG represent that any licenses or registrations are appropriate for the work to be done.

The Consultant will be required to report monthly on: (1) the utilization of any subcontractors, and (2) any payments made to subcontractors (DBEs and non-DBEs).

Requirement for Proposal:

All firms proposing on this project will be required to include a completed "Proposer's Registration Form" (See Appendix D) with their proposal. In addition, a completed Proposer's Registration Form must be included with the proposal for any subcontractors used on this project.

General Requirements for Proposals and Contract:

All proposers will be required to include the following information in their proposal and contract:

1. A clear and concise description of the work that each DBE will perform
2. The dollar amount of the participation of each DBE firm participating
3. Written documentation of the proposer's commitment to use a DBE subcontractor(s) whose participation it submits to meet a contract goal
4. If the contract goal is not met, evidence of good faith efforts to meet the goal

Contractor and Subcontractor Assurance:

MAG will incorporate into each contract it signs with a Prime Contractor, and require in each subcontract (that a Prime Contractor signs with a Subcontractor), the following assurance:

"The Contractor, Subrecipient or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of USDOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MAG deems appropriate."

Prompt Payment Provision:

"The Prime Contractor will pay Subcontractors for satisfactory performance of contracts no later than fourteen (14) calendar days from the date that the Prime Contractor receives payment from MAG. The Prime Contractor will also return retainage payments to the Subcontractor within fourteen (14) calendar days from the date of satisfactory completion of work."

Prime Contractors must:

1. Provide the Subcontractor with the name, address and phone number of the person to whom all invoices/billings and statements must be sent.
2. Pay Subcontractors and suppliers within fourteen (14) days of receipt of payment from MAG.

3. Stipulate the reason(s) in writing to the Subcontractor or supplier and to MAG for not abiding by the prompt payment provision. Possible reasons include:
 - a. Failure to provide all required documentation
 - b. Unsatisfactory job performance
 - c. Disputed work
 - d. Failure to comply with other material provisions of the contract
 - e. Third-party claims filed or reasonable evidence that a claim will be filed
 - f. Reasonable evidence that the contract cannot be completed for the unpaid balance of the contract sum or a reasonable amount for retainage.

Subcontractors must:

1. Submit invoices or billing statements to the Prime Contractor's designated contact person in an appropriate format and in a timely manner. The format and the timing of billing statements must be specified in the contract(s) between the Prime Contractor and the Subcontractor(s).
2. Notify MAG in writing of any potential violation of the prompt payment provision.

MAG will implement appropriate mechanisms to ensure compliance with the requirements of all program participants. The mechanisms MAG may use include, but are not limited to:

1. MAG will notify Subcontractors (DBE and Non-DBEs) of the Prime Contractor's responsibility for prompt payment and encourage Subcontractors to notify MAG in writing with any possible violations to the prompt payment mechanism.
2. Withholding payment from Prime Contractors who do not comply with the prompt payment provision noted above, where it has been determined by the MAG DBELO that delay of payment to the Subcontractor is not justified.
3. Stopping work on the contract until compliance issues are resolved.
4. Terminating the contract.

MAG will verify that the work committed to DBEs, at the time of the contract award, is actually performed by DBEs. This will be accomplished by:

1. Requiring Prime Contractors to report Subcontractor(s) (DBE and Non-DBEs) work performed in each monthly progress report along with an indication of the number of hours worked, any costs incurred and the amounts paid to the DBE(s).
2. Ensuring that DBE participation is credited toward the overall goal or contract goal(s) only when payments are actually made to DBE firms.

APPENDIX E

PROGRESS REPORT FORMAT

(Progress Report Format - SAMPLE)

(Consultant's Letterhead)

April 15, 2000

(MAG Project Manager)

Maricopa Association of Governments

302 North First Avenue, Suite 300

Phoenix, Arizona 85003

Re: Progress Report No. 3 and Invoice for the Period of March 2000

For Each Task, the consultant is to provide the percent of work completed to date, a narrative describing the work accomplished, data obtained, problems encountered, meetings held and reports and/or data produced. It is the responsibility of the consultant to document that the work accomplished for each task during the reporting period is commensurate with the amount of money billed for the task in the invoice.

The narrative describing the work accomplished should be of sufficient detail to enable the Project manager to clearly understand the progress on the task during the reporting period. Wherever possible, the consultant should submit along with the progress report appropriate documentation of work accomplished, such as partial or complete draft technical reports or working papers, etc.

TASK 1 - DATA COLLECTION

Percent of Work Completed: 100 percent.

Work Accomplished: A database in both hard copy and electronic format was developed and a methodology for keeping the database current was established.

Data Obtained: Information on the transportation facilities was secured for each of the facilities in the study area. The data included, but was not limited to: name, location, and current and historical traffic levels.

Meetings Held: The following meetings were held in connection with the data collection effort:

March 15, 2000, with the MAG project manager to review data collected for the facilities.

March 21, 2000, with the Advisory Committee to obtain input on the data collection process.

March 23, 2000, with MAG staff to review comments on preliminary database.

March 25, 2000, with the public and special interest groups to obtain input on the distribution of the database.

Reports or Data Produced: A database in electronic format was produced and provided to MAG staff on March 29, 2000.

TASK 2 - INVENTORY

Percent of Work Completed: 100 percent.

Work Accomplished: A facilities inventory was completed, and the data obtained in Task 1 were compiled into a Draft Inventory Technical Report for distribution to the Advisory Committee.

Data Obtained: See Task 1.

Meetings Held: The following meetings were held:

March 1, 2000, met with MAG staff to finalize the outline for the Inventory Technical Report.

March 10, 2000, met with the MAG project manager to obtain suggestions on methods for comparing facility information.

Reports or Data Produced: A draft Inventory Technical Report was produced and distributed to members of the Advisory Committee for review and comment.

TASK 3 - FORECASTS

Percent of Work Completed: 100 percent.

Work Accomplished: Forecasts of travel demand on inventoried facilities were prepared for 2000, 2010 and 2020. The forecasts were consistent with County control totals reviewed by the Advisory Committee last month. The forecasts included a breakdown by facility type.

Data Obtained: See Task 1.

Meetings Held: March 21, 2000, met with MAG staff to discuss comments on preliminary forecast results.

Reports or Data Produced: A draft forecasts report was produced and distributed to members of the Advisory Committee for review and comment.

TASK 4 - DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS

Percent of Work Completed: 60 percent.

Work Accomplished: An hourly capacity was computed for each of the inventoried facilities using the federal guidance provided by MAG staff.

Data Obtained: See Task 1.

Meetings Held: A meeting was held on March 25, 2000 to discuss the differences between the capacity calculations for this study versus previous studies.

Reports or Data Produced: None. However, a draft set of capacity estimates is enclosed documenting the assumptions and data input used to prepare the estimates.

TASK 5- ALTERNATIVES

Percent of Work Completed: 25 percent.

Work Accomplished: Other regional plans were examined to determine the type of alternatives that were used to meet future demand.

Data Obtained: Regional plans from San Diego, Los Angeles, Denver, Seattle Tucson and Chicago were collected.

Meetings Held: On March 18, 2000, a meeting was held with planners for the Pima Association of Governments to discuss alternatives.

Reports or Data Produced: None.

TASK 6 - EVALUATION OF ALTERNATIVES

Work on this task has not begun.

TASK 7 - RECOMMENDATIONS

Work on this task has not begun.

TASK 8 - IMPLEMENTATION

Work on this task has not begun.

Problems Encountered

Some of the capacity calculations prepared for the study were different from the capacity calculations used in previous studies. These differences were discussed and resolved at a meeting held with MAG staff on March 25, 2000.

Invoice: The enclosed invoice is for the third progress payment of \$17,679.20. The total amount billed to date is \$48,250.00.

Sincerely,

Project Manager Name
Project Manager Title

Enclosure

